

TR.

THROUGH
NEW
1935. Commencing
Little Miami

VIA COLUMBUS.
FOUR DAILY EASTERN TRAINS AT 6 A. M., 9 A. M.,

10 A. M., and 6 P. M.
The Quickest, Shortest, and Most Direct Route, both
to and from Cincinnati and the East.
LAI'D WITH HEAVY T IRON.
Wheeling Passengers dine at Zanesville. Pitts-
burg Passengers dine at Crestline. Dunkirk
and Buffalo Passengers dine at Cleveland.
EACH AND EVERY TRAIN BY
the Little Miami route runs into the Depot of the

Take Shore Road at Cleveland. "The road is in very fine order," laid with heavy T. iron, "remarkably smooth, and comparatively free from dust." Being the shortest and most direct route from Cincinnati to the East, the time is so arranged that passengers can reach their destinations with certainty, and passengers have full time for meals.

All who take this route East will be sure to return by the same route, and will find it equally good both to and from Cincinnati and all the eastern cities.

Lightning Express leaves Cincinnati at A. M. for the East, arrives at Cleveland in advance of any other route.

Lightning Express arrives at Cincinnati at 2:45 P. M.

from the East.
Leaves Cleveland fifteen minutes later, and arrives at Cincinnati fifteen minutes earlier than any other route.
CINCINNATI to CLEVELAND in 12½ hours.
CLEVELAND to CINCINNATI in 9½ hours.
TIME VIA LITTLE MIAMI ROUTE.
From Cincinnati to
COLUMBUS in 3½ hours;
CLEVELAND in 5½ hours;
DUNKIRK in 1½ hours;
BUFFALO in 16 hours;
ALBANY in 16 hours;
NEW YORK in 18 hours.

BOSTON in 3 hours;
CRESTLINE in 6 hours;
ELITSBURG in 10 hours;
PHILADELPHIA in 3 1/2 hours;
WHEELING in 10 hours;
BALTIMORE in 3 1/2 hours;
WASHINGTON in 3 hours;
SPECTERVILLE in 12 hours.

Baggage checked from Cincinnati to Wheeling, Pittsburg, Cleveland, Dunkirk, and Buffalo.

Passengers by the electric Little Miami Railroad, breakfast at Cincinnati and dine the following day in New York, Philadelphia, Baltimore or Wash-

Five Daily Trains.
FIRST TRAIN.—Cleveland, Pittsburg, Stenbenville, and Wheeling Lightning Express leaves Cincinnati at 6 a. m. for Columbus, Cleveland, Dunkirk, Buffalo, Albany, Philadelphia, New York, and New Haven. Baltimore, Philadelphia, and New York. Zanesville, Wheeling, Baltimore, Washington City, Philadelphia, New York, New Haven, and New York. Second Train.—Cincinnati, Baltimore, Springfield, and Springfield; Wilmington, Circleville, and Lancaster.
Passengers by this train for Lake steamers have five hours for mail.

SECOND TRAIN.—Cleveland and Pittsburgh Express leaves Cincinnati at 9 a. m., for Columbus, Cleveland, Detroit, Buffalo, New York, and Boston; Crestline and Pittsburgh, Buffalo, New York, and Boston.

Also, connecting at Cleveland direct with Lake Steamers **QUEEN OF THE WEST** and **CHERRY CITY**, and connecting at Cleveland with the early morning trains for New York, Boston, Albany and New Orleans.

THIRD TRAIN.—Wheeling Express leaves Cincinnati at 10 a. m., for Columbus, Zanesville, Wheeling, Baltimore, Philadelphia, New York, and Boston.

FOURTH TRAIN.—Accommodation leaves Cincinnati at 4 p. m. for Xenia, Yellow Springs, and Springfield.

FIFTH TRAIN.—Cleveland, Pittsburgh, and Wheeling Night Express leaves Cincinnati at 7 p. m. for Columbus, Cleveland, Dunkirk, Buffalo, New York, and Boston. It stops at Columbus, Cleveland, Buffalo, New York, and Boston. It also stops at Wheeling, Baltimore, Washington City, Philadelphia, and New York.


One train on Sunday at 12:30 o'clock p. m., for Columbus.

Trains run by Columbus time, 7 minutes faster than Cincinnati.

THROUGH TICKETS.

And all information, can be obtained at the New Orleans office.

THE OMNIBUS LINE
Calls for passengers at all the principal Hotels, for each
and every train, and giving directions at either of the
above offices, will call for passengers in all parts of the
city, without fail.

1955. SUMMER ARRANGEMENT. 1955
FOR THE EAST!
 VIA THE
 Jeffersonville and Ohio and Mississippi Railroads,
 AND THE
CINCINNATI, HAMILTON, AND DAYTON


RAILROAD!!!

Expeditious Route

TO NEW YORK, BOSTON AND
 Philadelphia via Dayton & Clyde to Cleveland
 direct—making the time connections as are made by any
 other line out of Cincinnati.

No other line from Cincinnati makes quicker time or
 more certain connections to the East, and none so quick

The time on the Cincinnati, Hamilton, and Dayton Road is quicker than is made on any other railroad in Ohio. For three-fourths of the distance this road is operated by electric power, and it is so constructed that it can be run at high speed with greater safety than any other roads.

The Fast Train leaving Cincinnati, after the arrival of the Fast Train from Columbus, leaves Cincinnati for Hamilton, and Dayton Road. The Depots are about one hundred yards apart, and baggage can be transferred from one train to another, saving the unnecessary trouble of handling it more than once.

Passengers, if they prefer it, can go to a hotel for din-

Pittsburgh passengers are not detained half an hour at Crestline, having ample time for dinner, without unnecessary delay.

As for changes of Passenger Cars by any other route.

Trunk baggage checked through to Danzirk, Buffalo, and Hamilton.

Passengers by the o'clock, a. m., Train, Cincinnati, Hamilton & Dayton Railroad, breakfast at Cincinnati, and dine the following day in New York, Philadelphia, Baltimore, and Washington.

From Cincinnati to New York 36 hours.

To Philadelphia in 14½ hours;
To Albany in 24 hours;
To Boston in 3½ hours;
To Buffalo in 16 hours;
To Dunkirk in 14½ hours;
To Pittsburgh in 14 hours;
To Baltimore in 24 hours.

No other Line from Cincinnati: make quicker time to the East, and none so quick from the East by one and a half hours.

LEAVING CINCINNATI.

FIRST TRAIN.—Cleveland, Buffalo and Pittsburgh Ex-

Dunkirk, Buffalo, Albany, New York and Boston; also connects at Forest for Crestline, Pittsburg, Philadelphia, Baltimore and New York, arrives at Cleveland 2-48 P. M. The Erie Express, leaves Cleveland 1-15 P. M. for Buffalo, making close connection with Lake Shore Railroad for the Eastern Cities; arrives at Pittsburg at 5 P. M. The Erie meeting with East Express Train East. Accommodation Express, leaves Cleveland at 10-15 P. M. for Buffalo, Buffalo, Albany, New York, Boston, Crestline and Pittsburg; also connects at Forest for Philadelphia, Baltimore, New York, City and Detroit, and at Cleveland for New York, South City and Queen of the West, through without

CAUTION.

The traveling public are cautioned against the false statements made in the advertisements of the Little Miami Railroad Company. Among the most prominent of these is the statement that there is no connection between the East and the West; that there is less certainty of connections by way of Clyde to Cleveland, and that there are less

than the other. Forbearance has been exercised for weeks, on the promise that these misrepresentations should be corrected, but they are still entertained daily in the "back-bills" and newspapers, making the caution necessary.

H. B. O. AMES, Supt. C. & F. R. R.
E. B. PHILLIPS, Supt. C. & T. N. D.
J. G. OSBORN, Supt. C. & O. R.
✓ For further information, through tickets, apply at the office of the Jeffersonville Railroad, No. 535, Main street, or to CAPT. I. S. MOORHEAD, Gen'l Art.

✓ The Omnibus Line will call for passengers by leaving

**Louisville and Frankfort;
AND LEXINGTON & FRANKFORT
RAILROADS.**
Through Tickets to Cincinnati.
FARE 34—GOOD FOR TWO DAYS.

TWO PASSENGER TRAINS DAILY.
FIRST TRAIN LEAVES LOUISVILLE at 5 o'clock A. M., stopping 15 minutes for breakfast at Lagrange, and arriving Lexington at 11 A. M. After remaining four hours in Lexington, passenger trains make the 3 o'clock P. M. Trips to Covington and Lexington Railroad for Cincinnati, Paris, and Cynthiana, and connecting at Paris with stages for Mayvane.
SECOND TRAIN LEAVES LOUISVILLE at 2:30 P. M., and arrives at Lexington at 7:30 P. M. Persons taking this

Passengers by the 6 o'clock A. M. Train connect at Danbury, with stages for Salvia, Harrodsburg, and Danville, and at Lexington by express for Lexington, Danville, Lancaster, Stanford, and Crab Orchard, and Winchester. Mr. Sterling, Owingsville, Richmond, and Lexington.

Stage lines continue through to Restil Springs and Crab Orchard Springs same day.

Stages from all the above points arrive in Lexington in time for the evening Train from Lexington to Louisville.

Passengers by this route are comparatively exempt

EXPRESS NOTICE.

ADAMS EXPRESS COMPANY,
Office 345 Main street, Louisville.
On Monday and Tuesday, April 1st, our Messengers and Express freight will leave Louisville for Frankfort and Lexington in the afternoon train. Returning, leave Lexington in the morning, at 6 o'clock.
Freight received at our office, at 10 o'clock, A. M.
Our wagon will call for freight, if orders be left at our office.
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A. A. JON ES, Agent
Adams Express Co.

SUMMER ARRANGEMENT. FOR
Indianapolis, Chicago, and Cincinnati.
On and after Monday, April 30th, trains will run as follows:
Leave Jeffersonville (opposite Louisville) for Indianapolis and Chicago at 6.15 a. m., and 2.30 p. m.; for Cincinnati at 3.45 a. m., and 3.50 p. m.
These trains connect at Indianapolis and Cincinnati with the Chicago and North Western Railroad.

he had at the office 550 Main street.
 A. F. OSBORN, Supt.